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BIRTHS.

HARRIS.—At Causeway Bay, Hongkong,
on the 5th inst., to Mr. and Mrs.
JAMES HARRIS, a son. [1293]
BUTTERFIELD.—On the 5th inst., at Hong-
kong, the wife of W. A. BUTTERFIELD,
of a daughter. [1224]

HONGKONG OFFICE: 10A, DES VIGUEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 7th, 1914.

THE attitude of Turkey in the matter of
the Dardanelles and the two German
warships which obtained refuge there and
are reported to have been purchased by
the Porte, is far from satisfactory in the
light of the telegram on the subject which
we publish to-day. Six or seven weeks
ago the Turkish Ambassador in London
called on Sir EDWARD GREY and on behalf
of his Government renewed the assurance
previously given that Turkey would
maintain absolute neutrality in the
present war. Yet REUTER informs us
to-day that, contrary to earlier reports
on the subject, the German crews still
remain on the *Breslau* and the *Goeben*,
though the ships are flying the Turkish
flag. Shortly after these ships steamed
into the Dardanelles to avoid an engage-
ment with the British or French warships
searching for them, it was announced that
Turkey had purchased them, had given
them Turkish names and that they were
to be placed under the command of
Rear-Admiral LIMBUS (of the British
Navy, lent to Turkey) on behalf of the
Turkish Government, which, it was

announced, did not intend to employ them
against Russia. It was subsequently
reported that the German crews had been
repatriated, having gone Home *via*
Roumania (through the Black Sea to
Constantia and thence overland *via*
Bucharest and Vienna). Both the
purchase of the ships by Turkey and the
repatriation of the crews would be a
flagrant violation of international law,
but it appears that the Powers of the
Triple Entente were not disposed to object
to the sale and that they actually made
representations to the Porte requesting
the immediate repatriation of the crews.
The view taken in diplomatic circles is
stated to have been that Turkey's readiness
to buy these ships (to replace the two
Dreadnoughts which were building for
her in British yards and taken over
by the British Government on the outbreak
of war) indicated, at any rate, that she
had no immediate intention of joining
Germany and Austria, while, as regards
the crews, the view taken was that
if they could be got out of the way
Turkey would not be tempted to
allow the ships to put to sea with their
original crews under the Ottoman flag,
and the danger of a rupture between the
Triple Entente and Turkey would thus
be averted. Now we are told that the
German crews are still on these ships.
Whether the Dardanelles are closed or not,
the Allied Powers cannot be blamed for
maintaining a Fleet in the vicinity of
these straits, for the special purpose of
watching these ships so long as they are
manned by German crews and are thus
"liable to the influence of Germany."
From the British point of view it is a
matter of vital importance when regard
is had to what is known of Germany's
efforts to get Turkey to stir up trouble
among the Mohammedan population of
Egypt.

Mr. G. N. Orme, having returned from
Home leave, has resumed his duties as
Head of the Sanitary Department.

Twenty Kowloon ricksha coolies, pro-
secuted by Inspector Gordon for rushing
at passengers by the Star Ferry, were
yesterday fined \$1 each.

In the case in which a Chinese fitter
formerly employed by the Hongkong and
China Gas Company was charged with the
larceny of a ball of several lengths of
pipe, the prosecution withdrew, and
the Magistrate dismissed the case, owing
to the unsatisfactory evidence of the
storekeeper. Mr. Haywood was for the
defence.

A robbery was committed by three
Chinese recently at Kennedy Town.
A coolie was sent at 11 o'clock
at night to his master's shop, carry-
ing with him 70 pots of opium, \$24 in
money, and two tin boxes. The three men
laid wait for the coolie, and at a suitable
moment jumped out upon him, assaulted
him, and robbed him of all his goods.
One man was subsequently arrested, and
was identified by the coolie as one of the
men who attacked him. The defendant
was brought before the Magistrate and
the case was remanded.

Amongst the further London contribu-
tions to the National War Relief Fund
inaugurated by the Prince of Wales are
the following:—Towkay-Loke Yew of
Kuala Lumpur (per Malay States Govern-
ment Agency), \$1,050; La Compagnie
Maritime du Canal du Suez, \$1,000; E.
D. Sassoon & Co., \$1,000; Dick, Kerr
& Co., \$200; 10s.; and Adamson, Gillman
& Co., Ltd., \$250; John Swire & Sons,
\$500; Union Insurance Society of
Canton, \$500; Knile Erlanger & Co.,
\$500; Brunner, Mond & Co., Ltd. (fur-
ther contribution), \$750; Hongkong and
Shanghai Banking Corporation, \$500;
Highlands and Lowlands Para Rubber
Company, Ltd., \$250 and Eastern Pro-
duce and Estates Company \$250.

CORRESPONDENCE.

A CORRECTION.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

American Consular Service.

Hongkong, Oct. 6th, 1914.

SIR.—I note in this morning's copy of
the *Press* that I am reported as having
expressed the opinion in an address before
the San Francisco Chamber of Commerce
that the greater portion of Europe's trade
in the Orient will now be taken over by
the United States. I do not know your
authority for this paragraph, but as a
matter of fact I have made no such state-
ment as that indicated either in the
address in question or elsewhere, and do
not even believe what I am reported as
having said. I will thank you cordially,
therefore, if you will make due correction
of the wrong impression the paragraph
mentioned will give in this community.

Thanking you, I am, Sir,

Very respectfully yours,

GEORGE E. ANDERSON.

[The information given in the para-
graph in question was taken from the
San Francisco Chronicle. We are pleased
to publish the correction.—ED.]

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE STRUGGLE IN FRANCE.

VIOLENT BATTLE ON THE LEFT WING.

ALLIES OBLIGED AT SOME POINTS TO GIVE GROUND.

LONDON, October 5th.
4.25 p.m.

A Paris *communiqué* says:—The battle on the Left Wing continues
violently on the North of the Oise. The result is undecided. We have been
obliged at some points to give ground. There is no change in positions
elsewhere.

LONDON, October 6th.
1.10 a.m.

A *communiqué* issued at 11 o'clock in the evening says:—

The general situation is stationary. The battle continues on the
Left Wing. We repulsed night and day attacks in Argonne and the heights
of the Meuse.

SMALL FORCE OF ALLIES TWICE INTERRUPTS GERMAN
COMMUNICATIONS.

LONDON, October 6th.

The *Daily News* correspondent at Rouen reported on the 5th inst.
that twice a small force of the Allies had temporarily destroyed
communications at the rear of the German Army with the result that there
was a sudden cessation of activity, the aeroplanes being short of petrol, and
the food supplies were disorganised for some days.

THE BATTLE IN EAST PRUSSIA.

HUGE GERMAN LOSSES.

LONDON, October 5th.

A message from Rome says that the Russian Ambassador announces
that the Germans in East Prussia lost 70,000. Two Russian armies are
advancing on Allenstein from the West and South.

LONDON, October 6th.

An official announcement at Petrograd says the retreating Germans
are endeavouring to hold fortified positions along the frontier from
Wirballen to Lyck.

TSAR AT RUSSIAN HEADQUARTERS.

A Petrograd message states that the Tsar has arrived at the Russian
headquarters.

THE SIEGE OF TSINGTAU.

JAPANESE REPULSE A NIGHT ATTACK.

The Consul-General for Japan forwards us the following report
regarding the siege of Tsingtau which he received yesterday:—

The following report was published by the Department of War on
the 5th inst.:

On the 2nd October the enemy's infantry, numbering about 350,
made a night attack against our picket party in front of our Right Wing.
We were fully prepared for this attack, as it was expected judging from
their previous movements, so we at once concentrated a violent fire upon
them and drove them back. Their losses were one officer dead, 47 bodies
abandoned, and 9 men captured. Our casualties were 5 dead and 8 wounded.

The enemy is firing incessantly from land and sea.

On the 4th, our heavy gun artillery bombarded the German gunboat
Illis when she came near enough and four shots struck her hull, in
consequence of which the vessel retired out of range.

ENTENTE POWERS AND THE DARDANELLES.

THE "GOEBEN" AND "BRESLAU."

LONDON, October 5th.
2.40 p.m.

A telegram from Constantinople says that the Ambassadors of the
Triple Entente Powers say that the closing of the Dardanelles affects
Turkey more than the Allies. Consequently, if Turkey wishes, the Straits
may be closed indefinitely.

The Allies' Fleet cannot withdraw until the *Goeben* and the
Breslau are in a true sense Turkish warships. German crews are still
aboard, although the ships are flying the Turkish flag, and the vessels are
still liable to the influence of Germany.

GERMAN RAIDS IN EAST AFRICA.

BRITISH FORCE'S GALLANTRY PRAISED BY COLONIAL
SECRETARY.

LONDON, October 4th.
6.25 p.m.

The Official Press Bureau publishes a statement by the Secretary
of State for the Colonies (the Right Hon. Lewis Harcourt), concerning
operations in East Africa. It says:—There has been considerable activity
on the British and German boundary owing to attempts by the enemy to
raid British territory and cut the Uganda Railway. With the exception
of the occupation of an unimportant frontier station, all attempts have
been repulsed and the raiders in every case defeated and forced to retire.

Mr. Harcourt warmly thanks the Volunteers, and praises the
gallantry of all arms. The Governor of British East Africa mentions
Captain J. Pottinger and Subadar Sherbaz Naik Gul Mahomed for
conspicuous bravery, and Lieutenant R. Hardingham for excellent work in
keeping touch with the enemy for six days.

TRADING WITH THE ENEMY.

"AN ORDINANCE FOR THE MORE EFFECTUAL PREVENTING
AND FURTHER PUNISHMENT OF THE OFFENCE."

UNOFFICIAL MEMBERS OPPOSE HOME GOVERNMENT'S
POLICY.

A meeting of the Hongkong Legislative
Council was held yesterday at the
Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR
FRANCIS HENRY MAY, K.C.M.G.

HIS EXCELLENCY MAJOR-GENERAL F. H.
KELLY, C.B. (General Officer Command-
ing Troops).

Hon. Mr. CLAUD SEVERN (Colonial
Secretary).

Hon. Mr. J. H. KEAR (Attorney-
General).

Hon. Mr. E. D. C. WOLFE (Colonial
Treasurer).

Hon. Mr. A. F. CHURCHILL (Director
of Public Works).

Hon. Mr. E. R. HALLIFAX (Secretary
for Chinese Affairs).

Hon. Mr. C. McI. MESSER (Captain
Superintendent of Police).

Hon. Mr. WEI YUK, C.M.G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. E. A. HEWETT, C.M.G.

Hon. Mr. D. LINDALE.

Hon. Mr. LAU CHU PAK.

Mr. M. J. BREEN (Clerk of Council).

TRADING WITH THE ENEMY
ORDINANCE.

HIS EXCELLENCY—Gentlemen: As I
intimated at the last meeting of the
Council, I have been obliged to sum-
mon you rather hurriedly and I am sorry
that I have been unable to give you
longer notice. I am also sorry to learn
that the Bill which forms the second item
on the orders of the day only reached
some hon. members at a very late hour
this morning. We sent it out at about
11 o'clock.

The Colonial Secretary—Much earlier
than that.

HIS EXCELLENCY—Earlier than that,
and the chit books have all been signed
and we thought it had reached the re-
cipients, but apparently that has not been
the case in every instance. The final in-
structions from the Secretary of State on
this matter, which, as you can well under-
stand, has occupied a great deal of
attention and formed the subject of
considerable correspondence, were only re-
ceived yesterday, and as the matter affects
vitally a large section of the mercantile
community it is very necessary that this
legislation—to put the matter now on a
permanent basis—should be passed with
the least possible delay. I therefore crave
your indulgence to pass this Bill, which
the Attorney-General will fully explain in
due course, and I can only add that I am
sorry to ask so much of your indulgence.

Hon. Mr. HEWETT—I rise to point of
order, Sir. I wish to make some remarks
about this Bill. Can I speak now or
after the Attorney-General's statement?

HIS EXCELLENCY—You had better speak
now.

Hon. Mr. HEWETT—It is quite true
that the Bill did not reach us until late
this morning. I, in common with other
unofficial members, received it late, and do
not pretend to have read it thoroughly. I
was very busy at my office this morning,
and my work took up the whole of my
time, but from what I have seen of this
Bill and the Proclamation, it appears
that we are unduly generous in dealing
with people who are our enemies.

HIS EXCELLENCY—I think you had bet-
ter wait until later.

The Colonial Secretary—We are deal-
ing with the principle of the Bill.

Hon. Mr. HEWETT—What I was going
to say I can say later. I can merely
say, Sir, that I have been asked to speak
by the unofficial members with regard to
the passing of this Bill. Although we re-
cognise that you are acting under in-
structions from the Secretary of State,
and that the Bill will no doubt be passed
in this Council, whatever we may say on
the subject, we do not think that such an
important Bill, affecting the whole trade
of the Colony and affecting our own indi-
vidual interests, should be rushed through
in five minutes. The community should
have time to consider it, and I think I am
expressing the views of unofficial members
now present when I say that the unofficial
members will vote unanimously against it.

Later,

The Attorney-General moved the
suspension of the Standing Orders to
enable this Bill to be passed through all
its stages at this meeting.

The Colonial Secretary seconded.

Hon. Mr. POLLOCK—I am sorry to
say that I must oppose the suspension of
the standing orders on this occasion. As
your Excellency is aware, Rule 3 of the
Standing Orders particularly lays it down
that a printed copy of every Bill should,
if possible, be sent to each member by the
clerk at least two clear days before it is
read first time. Now, Sir, if that stand-
ing order is necessary in the case of an
ordinary Bill in which merely a first
reading is formally taken at the sitting in
question, how much more necessary is it
that the standing order should be observed
when it is a question of passing through a
Bill through all its stages at one single
meeting of the Council. In fact, Sir, I
would submit that where such procedure
is intended as the passing through of a
Bill at the same meeting of Council it is
absolutely imperative that Rule 3 of the
Standing Orders should be observed by
which members should be given at least
two clear days to study the Bill in ques-

tion. I must therefore, Sir, oppose the
suspension of the Standing Orders,
because I agree with my hon. friend who
represents the Chamber of Commerce that
unofficial members have not been treated
properly in this matter, because it is
imperative that they should know what
is to be brought forward in the case of
a Bill which the Government proposes to
pass through the Council in all its stages
at one sitting. The unofficial members
have not had a full opportunity of
considering this Bill. One unofficial
colleague informed me that he had not
had an opportunity to study the Bill at
all before he came to this Council, and
I certainly think, Sir, that Rule 3 of the
Standing Orders ought not to be suspen-
ded on this occasion in view of the short
notice given to unofficial members.

HIS EXCELLENCY—Gentlemen: This is
not an ordinary Bill, nor is it an
ordinary occasion. The Bill practically
gives effect to a proclamation which is the
law of this land although none of the
residents herein have had it thrust upon
them. I refer to the proclamation con-
cerning trading with the enemy. I feel
convinced, gentlemen, that when you have
heard the Attorney-General's explanation
of the Bill it will be sufficiently clear to
you, and I have not the slightest doubt
that after consideration of the Bill you
will come to the conclusion that it is a
reasonable and proper measure to be
passed, always remembering that it is the
embodiment of the policy approved in
detail by His Majesty's Government.

Hon. Mr. POLLOCK—I would ask, Sir,
that you put to the meeting the question
as to whether the Standing Orders be
suspended.

A division was then taken, and resulted
as follows:—
Ayes:—Captain Superintendent of
Police, The Secretary for Chinese Affairs,
The Director of Public Works, The
Colonial Treasurer, The Attorney-General,
The Colonial Secretary.

Noes:—Hon. Mr. Lau Chu Pak, Hon.
Mr. Wei Yuk, Hon. Mr. Lindale, Hon.
Mr. Hewett, Hon. Mr. Pollock.

HIS EXCELLENCY—The General did not
vote.

The motion was declared lost.

The Attorney-General then moved the
second reading of the Bill. In doing so
he said:—The object of this Bill, Sir, which
has been, as your Excellency has said,
introduced under the authority of the
Secretary of State, is to provide for the
prevention and punishment of the
offence of trading with the enemy. It
seems convenient and desirable to explain
what has been done by the Colonial
Government in this matter since the
outbreak of war, and to state what the
policy of the Government will be after
this Bill becomes law. But before doing
so, Sir, I would like to try to clear away
a misapprehension which seems to exist
widely as to what constitutes enemy
character in connection with the offence
of trading with the enemy. Enemy
character in this connection does not
depend in any way on nationality or
national sympathies, but on commercial
domicile. A German subject established
in trade in Hongkong on his own account
and resident here is, in the eyes of the
law, a friend. A British subject estab-

lished in Germany and resident there is,
in the eyes of the law, an enemy for the
purposes of trade. The former is looked
upon as part of the commercial system
and assets of the British Empire, and the
latter as part of the commercial system
and assets of the German Empire. With
this principle in view, the policy of His
Majesty's Government, which is the policy
of this Government throughout, is, while
using every possible endeavour to prevent
money or the equivalent of money reach-
ing enemy territory so as to assist the
enemy during the war, not to crush local
traders and not to stifle fair competition.

This policy is not, Sir, as I just stated,
a purely local one: it is part of the policy
of the commercial life of the Empire. The
firms which are managed by enemy
subjects fall naturally into two classes:
(1) firms which are branches of firms in
Germany; or which have partners in
Germany; and (2) firms which are purely
local and have no connection with German
territory except, of course, as they might
deal with German goods. With regard to
firms which have branches in Germany,
or have partners in Germany, the position
taken up by us is that any dealing with
the branch here must, under the conditions
of modern commerce and local commerce,
amount to dealing with the enemy. Any
contracts entered into would be contracts
for the benefit of the whole firm, including
the partners in Germany. Accordingly
such firms were told they could not con-
tinue to trade here without permission.

It was found, however, that very large
British interests were involved in their
trading, and in view of those interests,
and to avoid dislocation of local trade and
British trade in other parts of the Empire,
certain limited permission was given them
to continue transactions embarked upon
before the war. These fall into three
classes. Firstly, they were allowed to
dispose of stocks in the Colony and any
goods due to arrive which were shipped
before the war. As hon. members know,
in any goods of that kind British banks
were largely interested, and to prevent
the disposal of those stocks might cause
serious loss and even embarrassment to
British institutions. They were also
given permission to export from the
Colony, so far as the jurisdiction of this
Colony extends, any goods contracted to
be brought into Hongkong before the out-
break of war. This permission given, of
course, does not extend beyond the terri-
torial limits of the Colony, but so far as
we were concerned they were allowed to

ment which is held by or on behalf of an enemy, provided that this prohibition shall not be deemed to be infringed by any person who has no reasonable grounds for believing that the instrument is held by or on behalf of an enemy;

(v).—Not to enter into any new transaction, or complete any transaction already entered into, with an enemy in any stocks, shares, or other securities;

(vi).—Not to make or enter into any new marine, life, fire, or other policy or contract of insurance with or for the benefit of an enemy; nor to accept, or give effect to any insurance of, any risk arising under any policy or contract of insurance (including re-insurance) made or entered into with or for the benefit of an enemy before the outbreak of war;

(vii).—Not directly or indirectly to supply to or for the use or benefit of, or obtain from, an enemy, country, or an enemy, any goods, wares or merchandise, nor directly or indirectly to supply to or for the use or benefit of, or obtain from any person any goods, wares or merchandise, for or by way of transmission to or from an enemy country or an enemy, nor directly or indirectly to trade in or carry any goods, wares or merchandise destined for or coming from an enemy country or an enemy;

(viii).—Not to permit any British ships to leave for any port or place in an enemy country;

(ix).—Not to enter into any commercial, financial or other contract, or obligation with or for the benefit of an enemy;

(x).—Not to enter into any transactions with an enemy if and when they are prohibited by an Order-in-Council made and published on the recommendation of a Secretary of State, even though they would otherwise be permitted by law or by this or any other proclamation.

And we do hereby further warn all persons that whoever in contravention of the law shall commit, aid or abet any of the aforesaid acts, is guilty of a crime and will be liable to punishment and penalties accordingly.

5.—Provided always that where an enemy has a branch locally situated in British, allied, or neutral territory, not being neutral territory in Europe, transactions by or with such branch shall not be treated as transactions by or with an enemy.

6.—Nothing in this proclamation shall be deemed to prohibit payments by or on account of enemies to persons resident, carrying on business, or being in our dominions, if such payments arise out of transactions entered into before the outbreak of war or otherwise permitted.

7.—Nothing in this proclamation shall be taken to prohibit anything which shall be expressly permitted by our licence, or by the licence given on our behalf by a Secretary of State or the Board of Trade, whether such licences be especially granted to individuals or be announced as applying to classes of persons.

8.—This proclamation shall be called "The Trading with the Enemy Proclamation No. 2."

CLAUD SEVERN,
Colonial Secretary.

6th October, 1914.

JURY AMENDMENT ORDINANCE.

A Bill to amend the Jury Ordinance was read a first time by the Legislative Council yesterday. The main object of the Ordinance is to exempt from Jury service all officers and non-commissioned officers of the Volunteer Force, and other efficient members to such a number as may be allowed by the Governor-in-Council. The opportunity has been taken to bring section 4 (b) of the Jury Ordinance, 1891 into line with recent legislation relating to the registration of dentists.

INTIMATIONS

CALDBECK, MACGREGOR & CO

(ESTABLISHED 1864.)

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[2]

NEW PROCLAMATION.

The following proclamation was promulgated yesterday by *Gazette Extraordinary* and otherwise:—

It is hereby notified that a proclamation was issued by His Majesty the King on the 9th day of September, 1914, revoking the proclamation relating to Trading with the Enemy issued on the 3th day of August, 1914 (published in the *Hungarian Government Gazette Extraordinary* of the 6th day of August, 1914), and also paragraph No. 2 of the proclamation issued on the 12th day of August, 1914, which applied the proclamation of the 5th day of August, 1914, in the case of Austria-Hungary, and substituting the following provisions therefor:—

INTIMATIONS

**CALDBECK,
MACGREGOR & CO.**

(ESTABLISHED 1864)

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BEER**

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G. MOUSSION,
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[1176]

G. R.

SANITARY BOARD OFFICE,
HONGKONG.

To the OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this Notice means that the Houses should be Lime-washed in respect of all the Walls of each Room, all Chimneys, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls Lime-washed up to the level of the First Floor. Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The EASTERN Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the EASTERN and WESTERN Divisions by Nathan Road and a straight line drawn from the North end through the Yau Ma Tei Service Reservoir to the Northern boundary of Kowloon. Dated this 1st day of October, 1914.

E. W. HAMILTON,
Secretary.

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision. Address—
NOMURA HOTEL,
Address—15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [1892]

THE WAR.

FOR SALE
SMALL NATIONAL FLAGS
to mark the progress of
THE WAR.
GRACA & CO.
PRINCE ST. (Hongkong Hotel Building).
Hongkong, 1st October, 1914. [1204]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Ship Chandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).
Telephone No. 515. [45]

新中外港報

CHUNG NGOI SAN PO
(Chinese Daily Press).
PUBLISHED DAILY

(is the oldest and still immeasurably the best Advertising medium among the Native Community.)
Circulates largely throughout Southern China Indo-China etc.
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

PUBLIC COMPANIES.

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 10th October, 1914, at 12.15 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts for 31st July, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 10th October, 1914, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, 26th September, 1914. [1183]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that **SCRIP CERTIFICATES** for 13 Shares issued as under—
11th March, 1889. 17296/9.
27th May, 1890. 17358/9. 23304.
27th June, 1896. 17719/21. 19164. 21937/8.

in the name of JOJO A. DA LUZ (Deceased), of Hongkong, have been LOST, and should the same not be produced before the 13th October, New Scrip Certificates will be issued in favour of the said JOJO A. DA LUZ (Deceased), and no transaction taking place under the Scrip Certificates issued on the above-mentioned dates will be recognised by the Company.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 28th September, 1914. [1197]

TO LET.

From 1st September, 1914.

IN CANTON on SHAMEN LOT 85. The premises now in the occupation of the Bank of Taiwan, Ltd.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 6th August, 1914. [1017]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).
"HATHEBLEIGH," 11A, Conduit Road.
GODOWN, 98, Wanchai Road.
GODOWN, No. 4, New Praya, Kennedy Town.
GODOWN, No. 5, New Praya, Kennedy Town.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st October, 1914. [1061]

TO LET.

OFFICES in St. George's Building, Second Floor, from 1st October.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 29th August, 1914. [1087]

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 29th August, 1914. [1033]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.
Apply to—
SECRETARY,
A. S. WATSON & Co., Ltd.
Hongkong, 9th July, 1914. [923]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st October, 1914. [1838]

TO LET.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired. For further particulars, apply to—
H. M. K. NEMAZEE.
Hongkong, 24th July, 1914. [1063]

TO LET.

NOS. 19, 21, 23 and 25, SHELLEY STREET, Newly Painted and Colour-washed.
"BEACONSFIELD," Battery Path.
No. 59, THE PEAK (CAMERON VILLAS).
Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 3rd October, 1914. [1174]

INTIMATIONS.

LANE, CRAWFORD & Co.

SPECIAL NOTICE.

WE HAVE DECIDED TO ENTIRELY CLOSE OUR
TAILORING DEPT.
AND THEREFORE INTEND OFFERING OUR STOCK OF
SUITINGS AT IMMENSE REDUCTIONS FOR CASH ONLY.

ORDERS WILL RECEIVE THE PERSONAL ATTENTION OF
OUR CUTTER, AND WILL BE TAKEN IN STRICT ROTATION—
OR IF PREFERRED, MATERIAL ONLY CAN BE PURCHASED.

PRICES:

White Serge Trousers	per pair ... \$	6.75
Grey or Blue Flannel Jackets and Trousers (unlined) ...		22.00
" " " Suits		26.00
Thin Cashmere and Tweed Lounge Suits		27.00
" Blue Serge " " " "		27.00
Medium Weight Cheviot " " (lined)		29.00
Scotch Tweed and Homespun " " " "		33.00
Blue Serge " " " "		33.00
Dress Suits, Silk Fronts and Lined Silk	\$50.00 to	60.00
Striped Cashmere Trousers	per pair ...	11.00
White Dress Vests		6.00

LANE, CRAWFORD & CO.

INDO-CHINA BRICKS. TILES. PIPES

COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY
PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.
SAMPLES AND FULL PARTICULARS FROM
P. SOFFIETTI & Co., 14, DES VOEUX ROAD. TEL. 289.
ALWAYS IN STOCK. [1049-2]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. M. Co.'s Steamer
"ORIENTAL".
Arrived Hongkong on 3rd Oct. 1914.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk at the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London & Co., ex ss. "Mallavia" and "Nankin".
From Persian Gulf, ex ss. B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd October, 1914. [1]

NOTICE TO CONSIGNEES.

P.M. S.S. "SIDERIA"
FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board after 7th Oct., at No. n, will be subject to landing charges, and if undelivered 12th Oct., at Noon, will be subject to both landing and storage charges. No Fire Insurance whatever will be effected. All shofed and otherwise damaged Cargo will be examined at the above Company's Godown on MONDAY, 13th Oct., at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 4th Nov., otherwise they will not be recognised.

R. C. MORTON,
Agent.
Hongkong, 4th October, 1914. [32]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital \$15,000,000
Reserve Funds—
Sterling \$15,000,000
Silver \$18,000,000
Total \$33,000,000
Reserve Liability of Proprietors \$16,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.
S. H. DODWELL, Esq. P. H. HOLYOAK, Esq.
G. T. M. EDKINS, Esq. J. A. PLUMMER, Esq.
C. S. GUBLEY, Esq. Hon. Mr. E. SHILLIM

CHIEF MANAGER:

Hongkong—N. J. STARR.

ACTING MANAGERS:

Shanghai—J. D. SMART.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

A. G. STEPHEN,

Acting Chief Manager,
Hongkong, 24th August, 1914. [16]

ON SALE.

HONGKONG HANDBOOK REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1914.

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:

Bombay. Calcutta. Canton. Cebu. Colon. Empire. Hongkong. Hankow. Kobe. Manila. Mexico. Panama. Peking. San Francisco. Shanghai. Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 15th September, 1914. [959]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1869.

Authorised Capital Fl. 30,000,000 (£3,600,000)
Paid-up Capital... Fl. 17,407,000 (£2,125,850)
Reserve Fund... Fl. 6,518,000 (£784,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Voeux Road Central.
Hongkong, 3rd October, 1914. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed £1,125,000
Paid-up £682,500
Reserve Fund £465,000

BANKERS:
BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... .. £1,200,000
Reserve Fund... .. £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 8th June, 1914. [1494]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed Yen 10,000,000
Capital Paid-up " 7,499,250
Reserve Funds " 3,430,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:

Amy. Batavia. Bombay. Calcutta. Canton. Dairen. Foochow. Hongkong. Kagi. Keelung. Kinkiang. Kobe. London. Manila. Moji. Nagasaki. Newchwang. New York. Osaka. San Francisco. Etc.

HONGKONG OFFICE.
3, Des Voeux Road.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TADUJURABARA, Manager.
Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [16]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL,"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 10th October, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOOLTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "INDIA," due in London on the 20th November, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 25th September, 1914. [1]

HONGKONG—NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA JAPAN PORTS AND PANAMA CANAL.

S.S. "INDRADEO" ... On or about 14th Oct.

For Freight or information apply to—
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 25th September, 1914. [1178]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

S.S. "BOLTON CASTLE" ... On or about 15th Oct.

For Freight and further information, apply to—
DODWELL & Co., Ltd.,
Agents.

Hongkong, 6th October, 1914. [1222]

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, & Co., and for

PRIVATE RESIDENCE AT THE OUTPOSTS.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS.

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance,

\$12 per annum. Postage

\$2 to any part of

the World.

ON SALE

A TABLE OF THE

RATES OF EXCHANGE

AT H

WAR TELEGRAMS.

[JAPANESE FOREIGN OFFICE DISPATCHES.]

PATRIOTIC DEMONSTRATION IN ITALY.

Rome, September 22nd.
Yesterday, the anniversary of the occupation of Rome by the Italian troops under General Cadorna in 1870, an unprecedented patriotic demonstration was held in the Italian capital. A crowd of 100,000 men assembled in front of the British Embassy and cheered. The demonstration continued by night. The German and Austrian Embassies were guarded by troops.

The number of Italian troops mobilised exceeds 500,000. Marquis di San Giuliano, the Italian Minister for Foreign Affairs, is ill in bed.

Public opinion in Italy is growing in sympathy with England, France and Russia, denounces the Government's sloth, maintains that the Triple Alliance has collapsed, and condemns the neutrality of the Government. The ambition to recover Trieste is gaining ground. The opinion that the defeat of Germany and Austria will result in an opportunity to recover Trieste is gaining ground. The opinion that the defeat of Germany and the growth in power of the Slavians and the Balkans, and that Italy should occupy Trieste to be prepared for future events is a large contributor to the growing sympathy with the Allied forces.

TURKEY MOVING.

Pittsburgh, September 22nd.
A force of 500,000 Turkish troops has arrived at Constantinople from Syria.

QUALITY OF THE FRENCH GUNS.

New York, September 22nd.
The enormous power of 75 mm. guns in use in the French army has been proved in the fighting on the Marne. Several batteries of German artillery were destroyed by them.

GERMAN CASUALTIES HALF A MILLION.

A Washington telegram to Manila papers dated October 2nd says the German casualties thus far are reported to be half a million. "Berlin continues to remain silent."

GERMAN FLAG HUNG ON NAPOLEON STATUE.

The black and golden eagle of the 2nd Lower Alsation Infantry Regiment (German) captured by the French at Saint Maise, Alsace, was hung before the statue of Napoleon in the Court of Honour of the Invalides. A company of the Republican Guard escorted the standard, which was carried across the bridge of Alexander III. A band played the "Marseillaise" and many spectators removed their hats as a salute to the vanquished.

MEMBERS OF RUSSIAN ROYAL FAMILY AT THE FRONT.

The *Norve Freeman* publishes a list of the members of the imperial family who are serving at the front. It includes Grand Dukes Cyril, Boris, Dmitri, Nicholas and Peter, and Princesses John, Olga, Igor and Alexander. It has since been reported that the Grand Duke Michael Alexandrovitch, a brother of Emperor Nicholas, has joined the fighting line.

M. CAILLAUX A LIEUTENANT IN THE ARMY.

M. Joseph Caillaux, the former Premier and Minister of Finance, who had the rank of sergeant in the reserves, has been promoted to subaltern lieutenant. He is serving in the financial inspection department of the army.

WAR CONTRASTS.

Military writers it is said agree that about 5,000,000 men are under arms, and to these must be added 300,000 seamen.

By way of contrast, and as an indication of the enormous importance of the first great battle of the campaign, it may be recalled that the greatest number of troops engaged in any previous battle was the 701,000 Russians and Japanese who met at Mukden nine years ago. In the Napoleonic wars there were 472,000 men engaged at Leipzig, and only 217,000 at Waterloo. In the Franco-German war 244,000 men took part in the battle of Sedan, and 301,000 in that of Gravelotte. And in the first big battle that was fought—that in which the Bulgarians routed the Turks at Lala Burgas, not quite two years ago—there were about 400,000 men in the opposing armies.

THE COMMANDER-IN-CHIEF OF THE FRENCH ARMY.

Joffre, Commander-in-Chief of the French Army, the strong, silent man, is scarcely known of the general public. He is the best known of the French generals, perhaps because of his handsome head and his reputation as a man of tremendous dash and energy. Joffre was only 18 when the 1870 war broke out. He was at the Polytechnique at the time, and immediately joined the artillery. He was remarked for his assiduity and military qualities, and was put on fortification work. He did it so well that he was promoted captain by Marshal MacMahon at the early age of 22. The French generalissimo has gained all his experience of fighting as a commander in colonial wars; but he has been extraordinarily systematic in all he has undertaken, and leaves nothing to chance. He resembles Napoleon in that and in some other of his attributes. To strike rather than be struck is one of his great axioms. He believes in making war in silence; indeed, that is the great difference between this campaign and the other. Then, generals' names were on every lip; now, none knows who is the author of any particular exploit.

THE HUMBLING OF BRUSSELS.

SILENT RECEPTION OF THE PITILESS FOE.

Mr. Ferdinand Tuohy, a correspondent of the *Daily Mail*, wrote from Ostend on August 22nd:—

German arrogance has been satiated. An army corps, 40,000 strong, spent yesterday afternoon marching through Brussels with no other object than to wound the pride of a gallant little people. It was done just for *effet moral* across the Rhine; the Kaiser, the man who dropped the pilot, craves not for the irreparable estrangement such a violation must leave in its wake.

The lesson of the Arc de Triomphe has passed unheeded. Germans are Germans yet, the land of *Hochkultur* still breeds the specimen of 1870 who jered at a conquered Paris. Then, as now, no violence was offered the population, but the worst scars are not those of bullet or bayonet. "Belgians can never forget this—until King Albert rides down Unter den Linden." So a veteran expressed himself to me, with tears in his eyes, this morning. He spoke for the Belgian nation. Such is the effect of *Realpolitik*. As it is necessary to show Germany's reputation for coarse, brutal arrogance racial characteristics which have sickened the civilised world, remains unchallenged.

The noble story of Brussels' sacrifice—that innocent blood might not flow—should be held up for generations unborn as an example to Berlin. "Not a shot was fired." In silent contempt the capital received her pitiless foe. How necessary the visit was may be gauged from the fact that to-night, with the exception of a few scattered companies "in possession," the army of occupation is believed to be encamped ten miles away, between Waterloo and Nivelles!

SUDDEN DECISIONS.

As I cabled yesterday, the first sign of coming events presented itself in the disarming of the civil guard on Wednesday evening. It is impossible at this stage to make known the immediate cause of this sudden decision not to defend the city. Up to noon on Wednesday the digging of trenches and the construction of barricades was feverishly continued. Then came the news of the loss of Louvain. The official admission of a general Belgian retreat, the effect of which was to leave Brussels open to the invader. The burgomaster's proclamation filled the gap in the story. It was to be the white flag—with honour. Curiously enough, the Germans came to an equally sudden decision in regard to the hour of occupation.

At 11 a.m. on Thursday the first hostile troops—Uhlans, of course—approached down the *Chausée de Louvain*. M. Max at once went to meet them in a motor-car, drawing up at the Place d'Ailly, by the barracks. Quite an hour elapsed before the German General Staff appeared at the head of an endless line of shining armour. Speaking briefly in German, M. Max announced the city's decision. The reply came in French. Apparently a bloodless entry had not been anticipated by the disciples of the "Blood and Iron" movement.

"In order to give the inhabitants full time to make any arrangements," the army of occupation would bivouac in the suburbs and not engage on its triumphal progress till next day. So the pourparlers ended. East and west the tidings went forth of the twenty-four hours' respite.

Judge of the surprise of the inhabitants when, in the early afternoon, the Germans began to move down Brussels' famous boulevards. I am able to give the story of their march as related to me this afternoon by a member of the Belgian Red Cross, who had his motor-car commandeered by German officers, who further obliged him to act as guide during the violation of the capital. It seems the victors were all out for making the boldest show.

Cavalry, infantry, artillery were theatrically paraded for the benefit of the inhabitants. In this connection it is difficult to understand why the population failed to remain indoors behind fastened shutters as their fellow-victims in Paris elected to do in their hour of trial. True, no flags were to be seen, shops and cafes had closed, the whole atmosphere was one of mourning, but the fact remains that an enemy had an interested audience of scores of thousands, standing a dozen deep. Nothing could have pleased them more.

SUBALTERN "JOKES."

My informant was most impressed by the bearing of the German officer. The armed *cavalier* behaved itself as well as could have been expected. They sang their joy-songs to a swinging gait, threw kisses to the *petites Belges*—compliments suitably if not delicately returned—but the march of shame was essentially an officers' outing.

In the haughty, be-sabred subaltern all the true characteristics of the race came to a head. They plumed the Belgian colours on the hindquarters of their horses, they stamped the crowd for the fun of the thing, they bought the papers of the night before and scoffed at the headline: "La Situation Reste Bonne."

They started their men on the most frivolous songs: "Die Wacht am Rhein" soon gave way to "Puppchen, Du bist mein Augensterne," the most popular tune in the Fatherland now sounding like ragtime at a funeral.

They showed as much respect for a temporarily conquered foe as to be expected of Germans. Occasionally, passing public places they ordered the parade march (goose step) just to rub things in. Once they excelled themselves by marching their men down across a square of beautiful flowers. Even then the onlooker remained impassive.

It was a day of stony stares, of tear-dimmed eyes. For the moment the *Brussels* forgot that this bloodless tragedy was all for the best, that the Allies had counted on it, and had made no effort to hinder it. Needless to say, the aerial touch had to be given to this German joy-day. Accordingly, at 4 p.m., a Taube monoplane appeared over the city dropping a *feu de joie* near the Gare du Nord. The German stage managers had never pondered that such a performance might be misinterpreted for a bomb attack.

NEAR WATERLOO.

It was 5 p.m. before the last units left the city in the direction of Nivelles. The condition of the men is spoken of as good, but not improbably the army corps told off for the "conquest" of Brussels had seen little or no active service, being hastened up specially from the Meuse. That the gallant 40,000 will very soon come in contact with cold steel is certain.

THE UNITED STATES AND SOUTH AMERICAN TRADE.

Certain it is if the European war is long continued the United States must become the entrepot for the commercial interests of South America, and more or less of all the world, says the *Philadelphia Public Ledger*.

In the effort of the British Government to avert the paralysis of trade with South America, a deprecatory dispatch for widespread publication has been sent to Buenos Aires. In 1912 Argentina received from Great Britain products valued at about \$115,000,000, while those received from Germany were worth about \$60,000,000. The United States sent imports valued at approximately the latter figure. In short, if Germany and Great Britain are cut from Argentine trade, we have the opportunity of increasing our exports from \$60,000,000 to \$235,000,000 to that country alone. To this huge total the other European countries add about \$100,000,000, making a grand total of some \$335,000,000 of Argentine trade alone—or nearly six times our present figures.

It staggers the imagination to add the other South American republics. By a similar calculation, Brazil could divert to us orders for goods valued at about \$40,000,000 that now go to Germany, and exports worth about \$50,000,000 at present sent from France. The other European countries send a valuation of about \$100,000,000. The total, \$190,000,000 (for we already have the lion's share) aggregates \$340,000,000, or more than double our present figures.

Chili's marketing from Great Britain is worth over \$50,000,000 a year; that with Germany amounts to some \$25,000,000 a year, and with other European countries it is more than \$10,000,000. This would add \$85,000,000 to the present export trade of about \$23,000,000 that we enjoy if we capture that market.

These three republics alone can divert to us more than \$500,000,000 worth of trade a year if the war continues. It is plain, from the figures cited and from the statistics of all other countries at peace, that the ill wind of war blowing over Europe this prodigious loss would result in a gain to us over two billions a year, at least. When this is added to the actual outlay for the maintenance of armies and armaments, the cost of the war to Europe mounts quite beyond the limitations of human reasoning faculties to something like the imponderable immensity of astronomic distances.

Our export trade with England in 1910-1911 was worth \$536,591,730; with Germany, \$287,495,814; with Canada, \$369,806,013; with France, \$135,271,648; with the Netherlands, \$96,103,376; with Italy, \$80,550,760; with Belgium, \$45,018,622; with Scotland, \$27,373,595; with Spain, \$25,044,916; with Russia, \$23,524,287; with Austria, \$19,514,787; with Denmark, \$13,199,950.

Much of the English, German, French and Russian trade we must lose pending the conflict, but it will be very much less than the gigantic gains within our grasp from South America.

The entire export trade to South America from the whole world is worth about \$900,000,000. We should capture practically the whole of it. We could afford to sacrifice a considerable portion of our export trade to Europe, worth in round numbers \$1,600,000,000 and still be vastly the gainers by the war, for an enormous share of the trade of the Orient, of Africa, of Australia and the isles of the sea that now goes to Europe must come to the United States so long as the war continues.

SUEZ CANAL TRAFFIC.

The returns of shipping and tonnage passing through the Suez Canal during 1913 have been issued as a Parliamentary paper. The net tonnage shows a decrease of 241,236 tons, as compared with that of 1912, and an increase of 1,709,960 tons as compared with 1911. The lowering of the transit dues to £6.25 per ton from January 1st, 1913, together with the slight reduction of tonnage, had the effect of reducing the gross receipts, which amounted in 1913 to £129,050,934, compared with £136,423,531 in 1912 and £134,702,199 in 1911.

The number of vessels which passed through the Canal was 4,969 in 1911, 5,373 in 1912, and 5,085 in 1913, of which 3,089 in 1911, 3,335 in 1912, and 2,951 in 1913 carried the British flag. There has been a decrease of 795,137 tons last year, as compared with 1912, in the tonnage of British vessels, which amounted in 1912 to 17,715,947 tons in 1911, 12,947,621 tons in 1912, and 12,052,484 tons in 1913. During the same period the tonnage of German vessels has increased from 2,799,963 tons in 1911 to 3,025,415 tons in 1912 and 3,252,287 tons in 1913.

The percentage of British vessels and their net tonnage in 1913 was 58 and 60.2 respectively, as compared with 62.1 and 63.4 in 1912 and 62.2 and 64 in 1911. The percentage of German vessels and their net tonnage was 15.3 and 16.7 respectively, as compared with 13 and 14.9 in 1912 and 13.4 and 15.2 in 1911. The number of troops carried through the Canal during last year amounted to 88,748, as against 73,218 in 1912. There was an increase of 18,330 Turkish, 551 French, 550 Japanese, 513 Dutch, 243 German, and 19 Spanish, against a decrease of 4,917 British, 131 Portuguese, and 50 Italian troops as compared with 1913. During last year the tonnage from north to south was increased in each of the chief classes of merchandise—namely, coal, petroleum, railway material, and salt, by 225,094, 45,020, 89,956, and 17,705 tons respectively, as compared with the preceding year. In the traffic from south to north there were increases in the following classes of merchandise:—Rice 358,986 tons; manganese 245,848 tons; cotton 106,070 tons; oil seeds 100,731 tons; various minerals 82,794 tons; and ground



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is the best COCOA
pure digestible delicious & goes farthest.

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THE PREMIER CONDIMENT HOUSE IN INDIA.

A. B. MOULDER & CO. LTD.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

Hongkong, 13th June, 1914.

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GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results. 100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging to 100 Tons. 50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

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PETROL AND KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

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JAVA, CHINA AND JAPAN.

STEAMER	FROM	DEPARTURE ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TAIKOO	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJITABOEM	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJIPANAS...	JAVA	First half of Oct.	JAPAN	Second half of Oct.
TJIMAH...	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJIBODAS...	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJILIWONG	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJILATAP...	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJIMANOEK	JAVA	First half of Nov.	SHANGHAI	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

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Hongkong, 30th September, 1914.

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THOS. COOK & SON.

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Hongkong, 3rd July, 1914.

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SHIPPING

ARRIVALS.

ANNA, Norwegian str., 1,017, A. Arnzen, 6th October—Bangkok 27th September, Rice—Chinese.
 DERWENT, British str., 1,562, J. Jenkins, 6th October—Saigon 30th September, Rice and General—Chinese.
 KUTSANG, British str., 3,100, Bradley, 6th October—Moji 20th September, General—Jardine, Matheson & Co.
 LOONGSANG, British str., 1,092, W. G. G. Leask, 6th October—Manila 3rd October, General—Jardine, Matheson & Co.

SHIPPING REPORTS.

The British str. *Derwent* reports: Heavy gale and high confused sea off Panacel; from thence to port, moderate to light N.E. winds and heavy swell from N.E.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The E. & A. str. *Aldenhurst* left Sydney for this port via Queensland Ports and Manila on the 29th September, and may be expected to arrive here on or about 21st October.

The A.O. str. *Changha* left Sydney on the 1st October for Hongkong via Newcastle, Port Darwin, Thursday Island and Manila, and may be expected to arrive here on or about 24th October.

MERCHANT STEAMERS.

The M.M. str. *Chili* is due to arrive here on the 6th October, and will leave for Shanghai and Japan on or about the 10th October.

The Barber Line str. *Chalister* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 23rd October.

The Barber Line str. *Shimosa* left New York via Panama Canal for Hongkong on the 3rd October, and is therefore expected to arrive here on or about the 23rd November.

LATEST STEAMER MOVEMENT.

The str. *Anhui* will leave Shanghai on the 10th October, and is due in Hongkong on the 11th October.

WEATHER REPORT.

On the 6th at 11.00 a.m.—The anti-cyclone has weakened. It is nearly stationary.

Pressure has decreased slightly along the south coast of China and increased slightly over Formosa and N. Luzon.

No return from Indo-China.

Hongkong rainfall for the 24 hours ending at 11 a.m. to-day, 0.09 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST
Hongkong & Neighbourhood	E. winds, moderate to fresh; fair to showery.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Loochoo	The same as Hongkong and Loochoo. No. 1.
South coast of China between Hongkong and Hainan	The same as Hongkong and Loochoo. No. 1.

HONGKONG TIDE TABLE.

From 7th to 18th October, 1914.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Wed.	7	11 14	5 5	4 50	1 2
Thurs.	8	10 17	5 1	4 48	1 2
Fr.	9	10 39	4 2	4 46	1 2
Satur.	10	11 12	3 2	4 44	1 2
Sun.	11	11 44	2 2	4 42	1 2
Mon.	12	No infer.	high	nor low	water
Tues.	13	No infer.	high	nor low	water

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collier	P. & O. S. N. Co.	On 10th inst., at 10 a.m.
LONDON VIA USUAL PORTS OF CALL.	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 10th inst., at Noon.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	S. Wade	JARDINE, MATHESON & Co., Ltd.	On 4th Nov.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	H. Yamamoto	OKAKA SHOSHIN KAISHA	On 14th inst., at 4 p.m.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	T. Hamada	OKAKA SHOSHIN KAISHA	On 20th inst., at 4 p.m.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	T. Hamada	OKAKA SHOSHIN KAISHA	On 29th inst., at 4 p.m.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	TACOMA MARU	Jap. str.	—	T. Hamada	OKAKA SHOSHIN KAISHA	About 14th inst.
AUSTRALIAN PORTS VIA MANILA	INDEADRO	Brit. str.	—	A. Zeecker	DOUGLAS LAFRAIK & Co.	About 15th inst.
NEW YORK	BOSTON CASTLE	Brit. str.	—	F. Carter	PACIFIC MAIL S.S. Co.	On 15th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SIBERIA	Am. str.	—	T. Sato	TOTO KISEN KAISHA	On 20th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	T. Sato	PACIFIC MAIL S.S. Co.	On 27th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—	T. Sato	GIBB, LIVINGSTON & Co.	On 9th inst., at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	SARATHY	Brit. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 18th Nov., at Noon.
JAPAN	HITACHI MARU	Jap. str.	—	T. Sato	JAVA-CHINA-JAPAN LINE	Quick despatch.
Kobe & Yokohama	YIPANAS	Dut. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 9th inst., at 11 a.m.
NAGASAKI, Kobe & Yokohama	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 30th inst., at 5 p.m.
TIENSIN VIA SHANGHAI & WEIHAIWEI	CHONGSHING	Brit. str.	1 m.	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at D'light.
WEIHAIWEI, CHEFOO & TIENSIN	KURONGSHING	Brit. str.	1 m.	W. McClure	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at Noon.
SHANGHAI & NEWCHWANG	TAISANG	Brit. str.	1 m.	J. Macleod	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI	LUOHOW	Brit. str.	1 m.	W. P. Baker	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
SHANGHAI VIA NINGPO	ESANG	Jap. str.	—	Neguchi	NIPPON YUSEN KAISHA	On 9th inst.
SHANGHAI & Kobe	CHITAI MARU	Jap. str.	—	Eschenauer	MESSAGERIES MARITIMES	About 10th inst.
SHANGHAI, Kobe & Yokohama	CHITAI	Brit. str.	1 m.	R. Y. Anderson	BUTTERFIELD & SWIRE	On 14th inst., at D'light.
SHANGHAI	CHENAN	Brit. str.	—	Sakamoto	NIPPON YUSEN KAISHA	About 15th inst.
SHANGHAI & Kobe	COLONBO MARU	Jap. str.	—	J. Gannet, S.N.R.	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI, MOJI, Kobe & Yokohama	NELSON	Brit. str.	—	Owen Jones, S.N.R.	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	TJIKEMANG	Dut. str.	—	Y. Yamamoto	JAVA-CHINA-JAPAN LINE	On 11th inst., at Noon.
FOOCHOW VIA SWATOW & AMOY	KANO MARU	Jap. str.	—	K. Hattori	OKAKA SHOSHIN KAISHA	On 17th inst., at 8 a.m.
ANPING & TAKAO VIA SWATOW & AMOY	SOBHU MARU	Jap. str.	—	S. Tokushige	OKAKA SHOSHIN KAISHA	On 11th inst., at 10 a.m.
TAMSAI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	C. G. Williams	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SWATOW	LIANAN	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 10th inst., at 4 p.m.
SWATOW, AMOY & FOOCHOW	HAYANG	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	To-morrow, at 1 p.m.
SWATOW, AMOY & FOOCHOW	HAYANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 13th inst., at 1 p.m.
MANILA, CEBU & ILOILO	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	On 16th inst., at 1 p.m.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennafather	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 3 p.m.
MANILA, CEBU & ILOILO	TRAN	Brit. str.	1 m.	Siddons	BUTTERFIELD & SWIRE	On 13th inst., at 4 p.m.
BATAVIA, CEBERIEON, SAMARANG, &c.	YUENSANG	Dut. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co.	On 17th inst., at 3 p.m.
BOOMBAY VIA SINGAPORE & COLOMBO	WAKASA MARU	Jap. str.	—	K. Sakawa	JAVA-CHINA-JAPAN LINE	On 31st inst.
SINGAPORE, PENANG & CALCUTTA	MALAY MARU	Jap. str.	—	Spencer White	JARDINE, MATHESON & Co., Ltd.	Middle of Oct.
SINGAPORE, PENANG & CALCUTTA	HANGSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Dojawa	NIPPON YUSEN KAISHA	On 14th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KANAGAWA MARU	Jap. str.	—	D. A. Gardiner	THE BANK LINE LIMITED	On 17th inst.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMP	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON & Co., Ltd.	To-day, at 8 a.m.
SANDAKAN	CHUNWANG	Brit. str.	—	J. Robertson	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
HONGKONG, PAKHOI & HAIPHONG	SUNGKIANG	Brit. str.	—			

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STAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	Sailings Temporarily Withdrawn.				—	—	—	—	—	—	—

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Steamers	Meals and Sleeping	Car Berth across Canada	£71.10	£71.10
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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SANDAKAN	"CHUNWANG"	Wed. day, 7th Oct., 3 p.m.
SHANGHAI AND NEWCHWANG	"TAKSANG"	Thursday, 8th Oct., D'light.
SHANGHAI VIA NINGPO	"ESANG"	Friday, 9th Oct., D'light.
SINGAPORE, PENANG & CALCUTTA	"HANGSANG"	Saturday, 10th Oct., 3 p.m.
MANILA	"LOONGSANG"	Saturday, 10th Oct., 3 p.m.
TIENSIN VIA SHANGHAI & WEIHAIWEI	"CHEONGSANG"	Sunday, 11th Oct., D'light.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed. day, 14th Oct., 3 p.m.
MANILA	"YUENSANG"	Saturday, 17th Oct., 3 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG", "NAMANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATUNG", "KUMSANG", and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

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SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"MONMOUTHSHIRE"	On 4th Nov.

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JARDINE, MATHESON & Co., LTD.,

Hongkong, 7th October, 1914.

AGENTS.

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TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

NEW APPOINTMENT FOR SIR MATTHEW NATHAN.

LONDON, October 6th.

Sir Matthew Nathan has been appointed Under Secretary to the Lord Lieutenant of Ireland.

BRITISH ARMY STANDARD HEIGHT.

LONDON, October 6th.

The British Army standard height was raised a few weeks ago, but men are still joining in excellent numbers.

EARTHQUAKE IN ASIA MINOR.

LONDON, October 6th.

A message from Smyrna states that an earthquake partly destroyed the carpet-manufacturing towns of Isbarta and Burdur. The death-roll is very heavy.

THE "TUNGSHING" IN A TYPHOON.

The Indo-China s.s. *Tungshing*, Capt. L. M. Hussey, while on a voyage from Saigon to Hongkong experienced very heavy weather. The cargo was a general one, and a quantity of deck cargo was jettisoned. About 10 p.m. on October 1st the wind and sea increased considerably, with rain and hard squalls. The vessel commenced to ship heavy water, and the deck cargo, consisting of baskets of salt fish and bags of coconuts, broke adrift from their lashings. They were lashed again twice during the night by the crew, but at 2.45 a.m. on the 2nd they again broke adrift, the wind and sea increasing with heavy squalls from N.E. and E. As the heavy baskets of fish were becoming dangerous to the vessel's steering gear the Captain decided for the safety of same to jettison the deck cargo, which was done at 4 a.m. in about Lat. 16.30 deg. N., Long. 112.30 deg. E. During all day of the 2nd inst. the vessel was shipping heavy water fore and aft, but the weather eased up about 10 p.m. and "Barometer Squalls" ceased. Oil leaking from the baskets of fish made it impossible to secure them.

A BANISHEE SENT TO PRISON.

The thickly-populated West Point district has long been reputed to be the favourite haunt of the thief and the weak-end predators from Canton, but there has been an appreciable decrease in petty larceny cases there of late, under Inspector P. O'Sullivan's régime.
 A likely burglary was prevented a couple of days ago, when a Chinese was found in the staircase on the first floor of a house in Queen's Road West. He was suspected, and a lunkong opportunely arrived. He told the occupier of this floor that he wanted to see his friend "Ah Sum," who lived on the upper floor. Inside the man's jacket was found an electric torch and two handkerchiefs. At the Magistracy the complainant declared that he did not know the defendant, and the latter, in turn, declined to know the complainant. Defendant added that he was not on the premises to see Ah Sum at all. The police assaulted him and made him say it. He came down from Canton only a few days ago. Inspector O'Sullivan proved two previous convictions, and that the defendant had once been banished, his time having expired. Defendant strenuously denied having been banished, but his Worship, noticing that on the finger-print list one of the finger-joints was missing, asked the man to hold up his hand, whereupon it was seen that the joint of the fourth finger was missing. His Worship ordered the man to be sent to goal for three months, with hard labour.

SANITARY BOARD.

At the meeting of the Sanitary Board yesterday, Mr. G. N. Orms presiding, the reply of the Government to the letter conveying the motion adopted by the Board at the last meeting "that special facilities should be granted the employees of the Sanitary Department who are members of the Hongkong Volunteer Corps or Volunteer Reserves" was laid on the table. The reply merely acknowledged the letter and recapitulated the duties of the Volunteers.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NAMUR Capt. A. Collyer	10 A.M. 10th Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ORIENTAL Capt. A. L. Valentini	Noon. 10th Oct.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLORE Capt. J. Gaunt, R.N.R.	About 15th Oct.	Freight and Passage.
SHANGHAI	NANKIN Capt. Owen Jones, R.N.R.	About 23rd Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they are offered War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th October, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG, PAKHOI and HAIPHONG	"SUNGKIANG"	On 7th Oct., 10 A.M.
AMOI	"LINAN"	On 7th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 7th Oct., 4 P.M.
SHANGHAI	"LUOHOW"	On 8th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 11th Oct., D'light
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 11th Oct., Noon.
MANILA, CEBU and ILOILO	"TEAN"	On 13th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGCHOW," "LUOHOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—
Hongkong, 7th October, 1914

BUTTERFIELD & SWIRE,
TELEPHONE 36. AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 10th Oct., at 4 P.M.
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 13th Oct., at 1 P.M.
"HAIHING"	Capt. W. C. Passmore	FRIDAY, 16th Oct., at 1 P.M.

* The s.s. "Haiyang" will not call at Swatow.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... THURSDAY, 8th Oct., at 1 P.M.
... (SUNDAY, 11th Oct., at 10 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 7th October, 1914.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
via MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	21st Oct.	On 9th Oct., 10 A.M.
ALDENHAM	...	On 30th Oct., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots ...	TUES., 20th Oct.
TENYO MARU	22,000—21 knots ...	SATUR., 14th Nov.
SHINYO MARU	22,000—21 knots ...	TUES., 8th Dec.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " " £96.10.
" " " SAN FRANCISCO	£45. ...	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

THENCE BY

TRANS-ANDLEAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed Sails

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:	PROPOSED SAILINGS:	FROM COLOMBO:
23rd Oct.	"GUJARAT"	17th Nov.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

FROM HONGKONG:	PROPOSED SAILING:
From Hongkong:	"SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICE,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	WEDDAY, 14th Oct., at 4 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 23rd Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY via SINGAPORE, PORT SWETTENHAM
PENANG and COLOMBO.

Steamer	Captain	Leaving
"MALAY MARU"	K. Sakawa	Middle of October.

FOR FOCHOW via SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	SUNDAY, 11th Oct., at Noon.

FOR TAMSUI via SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	FUNDAY, 11th Oct., at 10 A.M.
"DAIJIN MARU"	K. Murakami	SUNDAY, 15th Oct., at 10 A.M.

FOR ANPING AND TAKAO via SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	K. Hattori	SATURDAY, 17th Oct., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,

Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI HAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOULPAN	N. v. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays. Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Rates to London and Marseilles are as follows:—

	LONDON	Return
1st Saloon "A"	Accommodation Single £65.	Return £97.
2nd Saloon "A"	" " " £59.	" " £89.
"B"	" " " £44.	" " £66.
"C"	" " " £40.	" " £60.

	MARSEILLES	Return
1st Saloon "A"	Accommodation Single £61.	Return £91.
2nd Saloon "A"	" " " £55.	" " £83.
"B"	" " " £42.	" " £63.
"C"	" " " £38.	" " £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Leave MARSEILLES	Leave LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO. FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return. FARES TO MARSEILLES: 1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%. For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. S. Wada	16,000	WEDNESDAY, 7th Oct., at 10 A.M.
VICTORIA, B.C. and SEATTLE via SHANGHAI, KOBE, YOKKAICHI and YOKOHAMA	SUWA MARU Capt. Mural	25,000	WEDNESDAY, 21st Oct., at 10 A.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSEVILLE and BRISBANE	TAMBA MARU Capt. Nagasawa	12,500	TUESDAY, 20th Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	AKI MARU Capt. Nomi	12,200	TUESDAY, 3rd Nov., at 4 P.M.
BOMBAY via SINGAPORE, PENANG and COLOMBO	NIKKO MARU Capt. R. Takeda	9,600	WEDNESDAY, 21st Oct., at Noon.
SHANGHAI and KOBE	HITACHI MARU Capt. T. Sato	13,500	WEDNESDAY, 18th Nov., at Noon.
SHANGHAI and KOBE	KANAGAWA MARU Capt. Tazawa	12,500	SATURDAY, 17th Oct.,
NAGASAKI, KOBE and YOKOHAMA	WAKASA MARU Capt. ...	12,500	WEDNESDAY, 21st Oct.
SHANGHAI and KOBE	CEYLON MARU Capt. Aguchi	10,000	FRIDAY, 9th Oct.
SHANGHAI and KOBE	COLOMBO MARU Capt. Sakamoto	9,800	WEDNESDAY, 14th Oct.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU Capt. Tomibaga	12,500	FRIDAY, 30th Oct., at 5 P.M.
KOBE and YOKOHAMA	HITACHI MARU Capt. T. Sato	12,500	FRIDAY, 9th Oct., at 11 A.M.

Fitted with New System of Wireless Telegraphy. Cargo only. NOTICE—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

18-2-11

POST OFFICE NOTICE.
SHIPS' LETTER BOXES.

- 1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
- 2.—Ships' Letters are strictly forbidden to receive on board their vessels any correspondence from the Public.
- 3.—Ships' Letters are not allowed to be placed on board their vessels for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
- 4.—Ships' Letters must not receive from the Public for inclusion in their ships' Papers any letters or correspondence which should be left open for inspection when required.
- 5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
- 6.—Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except *loa fide* correspondence letters posted in the Ships' Letter Boxes or received by Ship Officers at the post office which they sailed, or anywhere en route to Hongkong.
- 7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamboat Co.

War risks are not covered by Postal Registration or Insurance.

Until further notice the Names of the Vessels by which Mails are forwarded will not be advertised in the Mail Notices.

Correspondence (including parcels) is being despatched as opportunity offers; but all Services are irregular and uncertain and all correspondence is liable to delay.

The Parcel Post Service to France is suspended until further notice.

The Parcel Post Service to Egypt and countries beyond served by Egypt in Southern Europe is for the present suspended.

The Service to Tsingtau is suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 10 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Voeux Road.

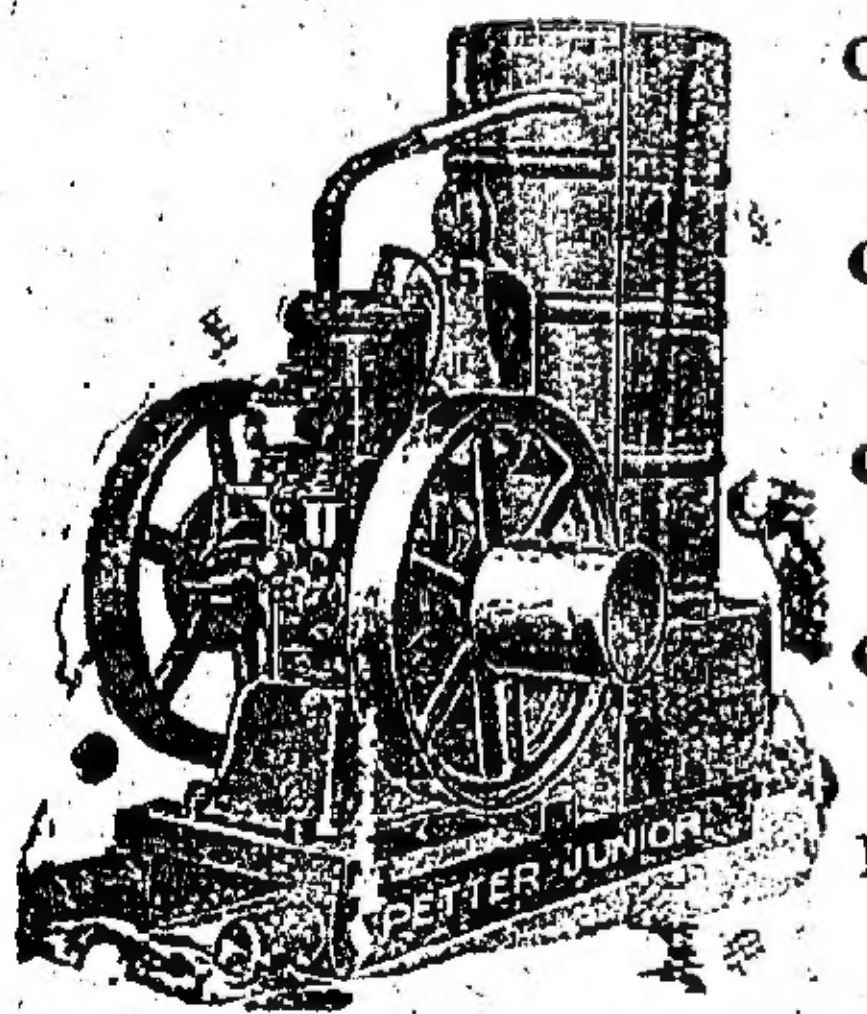
The *Namoo*, with the Mails from London (via Siberia) of Saturday and Monday, the 5th and 7th ult., is due to arrive here to-morrow.

FOR	DATE
Straits, Ceylon and Europe ...	Wednesday, 7th, 9.00 A.M.
Hokow, Peking and Haiphong ...	Wednesday, 7th, 11.00 A.M.
Sundakan ...	Wednesday, 7th, 11.00 A.M.
Swatow and Bangkok ...	Wednesday, 7th, 11.00 A.M.
Straits, Burma and India via Calcutta ...	Wednesday, 7th, 3.00 P.M.
Amoy ...	Wednesday, 7th, 3.00 P.M.
Philippine Islands ...	Wednesday, 7th, 4.00 P.M.
Shanghai, North China and Newchwang ...	Thursday, 8th, 9.00 A.M.
Fort Bayard, Haiphong and Peking ...	Thursday, 8th, 1.00 P.M.
Swatow ...	Thursday, 8th, 2.30 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA) ...	Thursday, 8th, 3.00 P.M.
To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 5 p.m., on Monday, the 12th inst. ...	Thursday, 8th, 4.00 P.M.
Ningpo, Shanghai, and North China ...	Friday, 9th, 10.00 A.M.
Philippine Is., Timor, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island ...	Saturday, 10th, 10.00 A.M.
SWAITS, LURMAR, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE ...	Saturday, 10th, 1.00 P.M.
(Late Letters 11.30 A.M. to NOON, Extra postage 10 cents) ...	Saturday, 10th, 2.00 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) ...	Saturday, 10th, 3.00 P.M.
The Parcel Mail will be closed on Friday, the 9th inst., at 5 p.m. ...	Saturday, 10th, 4.00 P.M.
Straits and India via Calcutta ...	Sunday, 11th, 9.00 A.M.
Philippine Islands ...	Sunday, 11th, 9.00 A.M.
Amoy and Foochow ...	Sunday, 11th, 9.00 A.M.
Shanghai, North China, Weihaiwei and Tientsin ...	Sunday, 11th, 9.00 A.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA) ...	Sunday, 11th, 9.00 A.M.
(To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 8.30 p.m. on Thursday, the 15th inst.) ...	Sunday, 11th, 9.00 A.M.
Weihaiwei, Cebu and Tientsin ...	Sunday, 11th, 9.00 A.M.
Swatow, Amoy and Foochow ...	Sunday, 11th, 9.00 A.M.
Philippine Islands ...	Sunday, 11th, 9.00 A.M.

LOCAL AND REGULAR MAILS.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Tai Po ...	10.00 A.M.	9.00 A.M.
Cheung Cheu (Long Island) ...	4.00 P.M.	—
Shateuk, Shatin and Tung Shui ...	3.00 P.M.	—
Aberdeen, Aukland, Ping Shan, Sai Kung, San Tin, Stanley and Tai O ...	4.00 P.M.	—
Canton, Wuchow and Sam Shui ...	7.50 A.M.	4.00 P.M.
Macao ...	4.00 P.M.	—
Kamchuk and Kongmoon ...	7.15 A.M.	5 P.M., Saturdays for despatch on Sundays.
Namtau and Sanmei ...	1.30 P.M.	—
Shamchun ...	4.00 P.M.	4.00 P.M.

ON HAND FOR SALE.



For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14, DES VOEUX ROAD, HONGKONG.

FORTHCOMING EVENTS.

- Saturday, 10th Oct. —
12.15 p.m. — Dairy Farm Co., Ltd., Meeting of Shareholders.
Wednesday, 4th Nov. —
2.15 p.m. — Meeting of the Licensing Board in the Council Chamber.

COMMERCIAL.

CLOSING QUOTATIONS.

October 6th.

ON LONDON:—	1.93
Telegraphic Transfer	1.93
Bank Bills, on demand	1.94
Bank Bills, at 30 days' sight	1.94
Bank Bills, at 4 months' sight	1.94
Credits, at 4 months' sight	1.10
Documentary Bills 4 months' sight	1.10
ON PARIS:—	nom.
Bank Bills, on demand	nom.
Credits, at 4 months' sight	nom.
ON GERMANY:—	nom.
On demand	nom.
ON NEW YORK:—	433
Bank Bills, on demand	nom.
Credits, at 60 days' sight	nom.
ON BOMBAY:—	nom.
Telegraphic Transfer	135
Bank, on demand	135
ON CALCUTTA:—	nom.
Telegraphic Transfer	135
Bank, on demand	135
ON SHANGHAI:—	761
Bank, at sight	nom.
Private, 30 days' sight	nom.
ON YOKOHAMA:—	881
On demand—Pesos	28
ON MANILA:—	764
On demand	1082
ON SINGAPORE:—	nom.
On demand	nom.
ON BATAVIA:—	nom.
On demand	nom.
ON SAIGON:—	nom.
On demand	nom.
ON BANGKOK:—	861
On demand	nom.
SOVEREIGNS, Bank's Buying Rate	\$11.10 nom.
GOLD LAMP, 100 fine, per tael	\$57.23
BAN SILVER, per oz.	\$24

SUBSIDIARY COINS.

Hongkong, 20 cents piece	\$10.17 discount.
Hongkong, 10 " "	\$10.23 " "

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$8.00
Return " " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " " " " " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 7th OCTOBER, 1914.
8 a.m. HEUNGSHAN. 8 a.m. HONAM.
5 p.m. KINSHAN. 5 p.m. FATSAN.

THURSDAY, 8th OCTOBER, 1914.
8 a.m. HONAM. 8 a.m. HEUNGSHAN.
5 p.m. FATSAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAI SHAN, Tons 2,000.
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 11th OCTOBER, 1914.

The Company's New Steamship
"TAISHAN"
Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 589 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANGU. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	CHILI	About 10th October.
MARSEILLES VIA PORTS	HOMEWARD	

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

THE EGYPTIAN CIGARETTE DE LUXE.

Mashers freres

"SPECIALS"



\$1.50 for a tin of 50 Cigarettes.

FOR ROUTE MARCHES AND PICNICS.



ON SALE AT ALL STORES.

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

SIBERIA ... Falling TUESDAY, 13th Oct., at 1 P.M.
CHINA (via Manila) ... TUESDAY, 27th Oct., at Noon.
MANCHURIA ... TUESDAY, 3rd Nov., at 1 P.M.
MONGOLIA ... TUESDAY, 1st Nov., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
TEL. No. 141. KING'S BUILDINGS.